

SAILING PAST its namesake is the new Esso Aruba which visited San Nicolas Harbor for the first time Jan. 12. Prominent in the background is Mt. Hooiberg. For more pictures of the ship's arrival, see pages 4 and 5 of this issue.

PASANDO DILANTI su tocayo ta Esso Aruba nobo cual a bishita haaf di San Nicolas pa di promer vez Jan. 12. Banda patras Seroe Hooiberg ta resalta. Pa mas portret di yegada di e bapor, mira pagina 4 y 5 di e edicion aki.

Reduccion di Desperdicio di Azeta Ta Obheto di Estudio

E estudio di Lago pa conservacion di azeta oficialmente a cuminsa Jan. 11 ora un equipo special bao direccion di J. H. McClintock di Esso Research and Engineering Company a cuminsa su estudionan tocante desperdicio di azeta. E estudio tin varios obheto en cuanto reduccion di desperdicio cu ta resulta di fabricacion, transportacion y refinacion di azeta.

E obheto number uno y mas inmediata ta pa desaroya programanan a largo termina pa reduci desperdicio-

nan den refinaria na un minimo economico. Actualmente desperdicio di azeta ta 3580 barril diariamente.

E desperdicio di azeta aki a suma na e increible total di 1,306,700 barril di azeta na 1959 sol!

Ainda ta mas sorprendente ora worde considera cu e volumen di e perdanan anual di azeta di Lago ta igual na tur a gasoline cu lo worde gastá door di tur e autonan na Aruba durante e proximo diez anja! Esaki ta bastante pa yena e gigantesco Esso Aruba cuatro vez.

Segun Sr. McClintock, un experto di conservacion di azeta durante hopi anja, un otro obheto importante ta pa entrena empleadonan di Lago den e manera y modonan pa controla y reduci e desperdicio di azeta.

Grupo e Nucleo

"Nos grupo cu ta haci e estudio ta solamente e nucleo di un equipo pa conservacion," Sr. McClintock a bisa, "y cada empleado di Lago ta un miembro di e equipo ey. Conservacion di azeta, e reduccion di desperdicio di azeta, ta asunto di tur hende." Asistiendo Sr. McClintock directamente den e estudio ta W. M. Hager y G. H. Houchstone, tur dos poní ariba encargo special durante curso di e estudio.

Un tercer obheto importante di e estudio, cual lo tuma entre tres y cuatro luna pa completa, lo contribui informacion concreto den organizacion y operacion di un programa pa controla desperdicio di refinaria, asina cu un economizacion ariba desperdicio di azeta na Lago por worde mantení en adelante.

Aspectonan importante di e estudio lo inclui confirmacion di perdanan reportá y e isolacion di fuentenan individual di perdida. "Nos ta investigando y corrigiendo fuentenan di desperdicio cu por spaar Lago placa mes ora. Eseyan nos mester remedia mes ora," Sr. McClintock a bisa. "Ya nos

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Oil Loss Survey Starts

Lago's Oil Conservation Survey officially got underway Jan. 11 when a special survey team under the direction of J. H. McClintock of the Esso Research and Engineering Company began oil loss studies. The survey has several objectives in leading to the reduction of manufacturing, transportation and purchased products oil losses.

Number one objective or purpose is to develop immediate and long-range programs to lower refinery losses to the economic minimum. At present, oil losses are 3580 barrels a day. This amounts to a staggering total of 1,306,700 barrels of oil lost in 1959 alone!

It is even more sobering when it is considered that the volume of Lago's annual oil loss is equal to all the gasoline consumed by all the cars in Aruba in a ten-year period! This is enough to fill the gigantic new Esso Aruba's tremendous cargo carrying tanks for over four voyages.

According to Mr. McClintock, an oil conservation expert of many years standing, another important objective is to train Lago employees in the ways and means of controlling and reducing oil losses.

"Our survey group is merely the nucleus of an oil conservation team," Mr. McClintock said, "and each and every Lago employee is a member of that team. Oil conservation — the

Paula Ta Haya Promer Premio Segun CYI Nobo

Un tradesman A den Carpenter Shop di Mechanical Department a gana e distincion di ser e promer empleado cu ta recibí un premio segun e plan modificado di CYI. E homber ingenioso aki ta Efigenio M. Paula kende a worde regalá Fls. 75 pa su idea cual a conduci na spaarmento di tempo y material. Sr. Paula a sugeri pa usa un jig di palo y schuurpapier grof pa forma e hol den blokinan di insulation Foam Sil.

El a biní ariba e idea aki ora el tabata formando algun cien di e blokinan pa worde usá den forno-

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reduction of oil losses — is everybody's business." Directly assisting Mr. McClintock in making his survey are W. M. Hager and G. H. Touchstone, both on special assignment during the course of the survey.

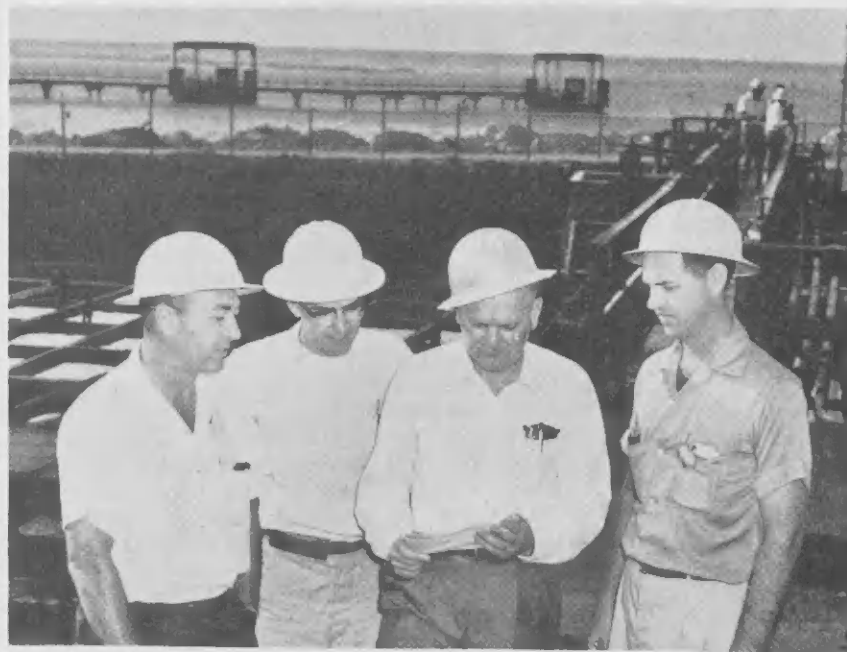
A third major objective of this survey, which will take from three to four months to complete, will be to contribute concrete information toward the organization and operation of a refinery loss control program so that the economizing of Lago's oil losses can be maintained in the future.

Important aspects of the survey will include confirmation of reported losses and the isolation of individual sources of losses. "We are investigating and correcting oil loss sources that can save Lago money at once. These we must get after right

away," Mr. McClintock said. "We have already conducted evaporation losses in the tank farm so that corrective measures can be undertaken." Mr. McClintock reported that a team is investigating pump leakage throughout the refinery, the gasoline bleeding system is under study and TSD-Laboratories is compiling information on the hydrocarbon content in the Cracking Plant flu gas stack.

The team has paid a visit to the primary separator behind No. 1 Powerhouse, the all-important end of the oil conservation chain. "An operator may feel that oil dumped in the sewer may be salvaged but, in effect, light products evaporate from the separator's wide open surface because of the high wind," Mr. McClintock said.

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LAGO'S OIL Conservation Survey, headed by J. H. McClintock of Esso Research and Engineering Company, got underway Jan. 11. Grouped around Mr. McClintock, holding paper, are L. F. Ballard, left, chairman of the Oil Conservation Committee, and W. M. Hager and G. H. Touchstone, right, both members of the survey team on special assignment.

E ESTUDIO di conservacion di azeta na Lago, encabezá pa J. H. McClintock di Esso Research and Engineering Company, a cuminsa Jan. 11. Grupá rond di Sr. McClintock, centro, ta L. E. Ballard, robez, presidente di Oil Conservation Committee y W. M. Hager, y G. H. Touchstone, banda drechi, tur dos miembronan di e grupo di estudio cu awor ta cumpliendo cu e encargo special.

Four Process Men Awarded 30-Year Pins

The Process Department had the floor at the recent thirty-year service award ceremonies. All four employees recognized for their long service at the Jan. 3 function are Process Department men.

From Acid & Edeleanu came both Joseph N. Rogers, assistant operator, and Samuel Douglas, controlman, to receive plaquits for their achievements. Honored from Receiving & Shipping (Wharves) was Hose M. DeCuba, dockman. From Light Oils Finishing came Lawrence S. Mawby, maintenance foreman.

The presentation of the coveted service emblems and certificates were made by General Manager W. A. Murray who commended each of the men for having attained such long service and for having made their contributions to the company's welfare over the years.

Each man's service record was outlined by Process Superintendent M. E. Fisk who personally congratulated the four on behalf of himself and the department.

Mr. Rogers began his Lago service Jan. 6, 1930 as a laborer in Acid & Edeleanu, the division in which he has remained during his entire thirty years of service. He became a sulphur wheeler the following December and later became an operator helper second class. He was promoted to process helper C in 1936, process helper B in 1937 and process helper A in 1939. His next advancement was to controlman in 1945 followed by his promotion to assistant operator, his present position, in September 1959.

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Vice-President's Message:

Lago's Oil Losses Are Everyone's Concern

During the next several months an oil conservation survey will be carried out as a part of Lago's continuing effort to increase the profitability of our operations and improve our competitive position in the industry. A special task force has been set up to work with many of you to pinpoint oil loss sources in your operations, and devise corrective measures. I am sure that each of you will welcome the opportunity to utilize the services of this group in your conservation efforts.

The purpose of this survey is to reduce our oil losses to the economic minimum. This will require:

1. Detection of all potential sources of oil loss.
2. Determination of the amount of loss from each source.
3. Application of immediate and corrective measures to recover these losses.
4. Development of budget projects for any substantial capital expenditure request.
5. Preparation of an immediate and long-range objective for management control purposes.

Lago lost 1,306,700 barrels of oil last year — a fact that is of real significance to all of us. None of us has to be told that this is a lot of oil. But the loss doesn't stop there. Losses of this magnitude directly increase the cost of producing our products which can ultimately effect our competitive position in world markets.

W. A. MURRAY
Vice-President and General Manager

Mensaje di Vice-Presidente:

Perdida di Azeta Ta Tur Hende su Cuenta

Durante e proximo lunanan un estudio di conservacion di azeta lo worde efectua como un parti di e esfuerzo continuo di Lago pa aumenta e grado di probecho di nos operacionnan y pa mehora nos posicion competitivo den industria. Un equipo special a worde designa pa traha hunto cu hopi di boso pa localiza medidanan di desperdicio di azeta den nos operacionnan, y pa devise medidanan coreccion. Mi ta segur cu cada un di boso lo agrada e oportunidad pa usa e servicionan di e grupo aki den boso esfuerzonan pa conservacion.

Obheto di e estudio aki ta pa reduci nos desperdicionan di azeta na e minimo economico. Esaki lo requeri:

1. Descubrimiento di tur fuentenan potential di desperdicio di azeta.
2. Determinacion di magnitud di e desperdicio for di cada fuente.
3. Aplicacion mes ora di medidanan di coreccion pa recobra e desperdicio.
4. Desaroyo di proyectonan presupuestal pa pidi fondo.
5. Preparacion di un objetivo imediata y a larga termino pa directiva por eherce control.

Lago a perde 1,306,700 barril di azeta anja pasá — un hecho cu ta di significancia grandi pa nos tur. Ningun di nos mester worde bisá cu esaki ta un cantidad di azeta. Pero e perdida no ta para aki. Perdanan di e tamanjo aki ta aumenta irectamente e costo di produci nos productonan cual ultimamente por afecta nos posicion competitivo den mercadonan mundial.

W. A. MURRAY
Vice Presidente & Gerente General

Lower Oil Losses Sought

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lock emphasized. "Corrective measures must have a competent program behind them so they will always be carried out. A correct material balance of oil received and oil shipped will give an accurate loss figure as a conservation guide."

Mr. McClintock is an oil conservation expert. Prior to his joining Esso Research and Engineering Company just six months ago, he had been chairman of the Oil Loss Prevention Coordination Group of Standard Oil Company (N.J.) since the program's inception in 1954. He had been associated with the program since 1936 when M. C. F. Smith, then Jersey Standard vice president, set up the special group to lower oil losses. Mr. McClintock moved to the Esso Research and Engineering Company when Jersey Standard decided it would be more orderly to put its oil loss prevention group in the research organization. The prevention of oil losses is a major Jersey Standard program. The corporation lost a total of \$65,000,000 in world-wide oil losses in 1958 alone!

The survey will include all oil losses at Lago from the time crude oil is purchased until finished products are sold and shipped. And an important measure will be to consider

the economical feasibility of introducing many corrective procedures and systems to reduce oil losses.

But, as Mr. McClintock emphasizes over and over again, it is the employee who will do much to help Lago reduce these losses.

It will be the man who spots a defective pump, leakage from a pump's packing gland or damaged pipe. It will be the sampler who flushes each line to minimum standards and the gauger who keeps tank hatches closed. It will be the employee who makes sure only water is drained from a tank and not gallons of precious oil. And it will be the operator who doesn't flare products just for convenience, who minimizes excess gas production. It will be people keeping accurate material balances. Careful meter installation and maintenance by those involved is also highly important to the program. Wharfingers can help as can machinists, laboratory men, accountants, painters, engineers, practically everybody in the refinery. Helping will be the people who keep as much oil out of the sewers as possible. It's a task of a hundredfold measure but one that will go a long, long way in helping Lago produce its products at costs that keep it in a healthy competitive position in the industry.

Cuatro A Recibi Emblema pa 30 Anja

Solamente Process Department tabata representá den e reciente ceremonianan pa entrego di emblema y certificado pa trinta anja di servicio. Tur cuatro empleado cu a worde honrá pa nan largo servicio Jan. 13 tabata empleadonan di Process Department.

For di Acid & Edeleanu tabatin Joseph N. Rogers, asistente operator, y Samuel Douglas, controlman, pa recibi e premio pa nan acomplimento. For di Receiving & Shipping (Wharves) tabata Hose M. DeCuba, dockman, y for di Light Oils Finishing a bini Lawrence S. Mawby, maintenance foreman.

Presentacion di e emblemanan y certificado pa servicio a worde haci door di Gerente General W. A. Murray cu a complimenta cada un di e hombernan cu a logra un servicio asina largo y pa nan contribucionnan na bienestar di compania over di anjanan.

E record di servicio di cada un di e empleadonan a worde repasá door di Process Superintendent M. E. Fisk kende personalmente a felicita e cuatro tambe na nomber di departamento.

Sr. Rogers

Sr. Rogers a cuminsa su servicio na Lago Jan. 6, 1930 como laborer den Acid & Edeleanu, e division den cual el a keda durante henter su trinta anja di servicio. El a bira sulphur wheeler na December di e mes anja y mas despues el a bira operator helper second class. El a worde promoví pa process helper C na 1936, process helper B na 1937 y process helper A na 1939. Su siguiente promocion tabata pa controlman na 1945 sigui pa su promocion pa assistant

operator, su posicion actual, na September 1956. Nunca Sr. Rogers tabatin un ausencia deductible of un desgracia cu perdida di tempo.

Sr. Douglas

Sr. Douglas a cuminsa cu compania Dec. 27, 1929, como laborer den Acid & Edeleanu unda el tambe a keda durante henter su trinta anja di servicio.

El a bira sulphur wheeler na 1930 y operator helper segunda clase na 1932. Despues el a bira process helper B na 1936. Sr. Douglas a worde promoví pa process helper A na Juli 1937, y a worde nombrá controlman, su actual posicion, na Januari 1939.

Sr. DeCuba

E carera di Sr. De Cuba a cuminsa Nov. 6, 1929 tempo cu el a bira laborer den pressure stills. El a bira still cleaner na 1932, despues a transferi pa Mechanical-Boiler como boilermaker helper B na 1937. Na 1940, el a transferi pa Mechanical-Building & Maintenance sigui pa un traslado pa Receiving & Shipping (Wharves) na 1942. El a bira wharfinger B na 1947 y wharfinger na 1951. Sr. De Cuba a worde promoví pa dockman na Augustus 1955.

Sr. Mawby

Sr. Mawby a bini Lago Jan. 3, 1930 como second class helper den Acid Plant. Na November 1932 el a transferi pa Light Oils Finishing como stillman first class. El a worde promoví pa operator second class na Januari 1931, y pa operator first class na Mei 1936. Su progreso pa assistant shift foreman a bini na April 1945, y su promocion pa shift foreman a bini na Januari 1950. Sr. Mawby a worde nombrá maintenance foreman Mei 1, 1957.

Thirty-Year

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tember, 1956. Mr. Rogers has never had a deductible absence nor a lost-time injury.

Mr. Douglas started with the company Dec. 27, 1929, as a laborer in Acid & Edeleanu where he, too, has remained during his entire thirty years at Lago. He became a sulphur wheeler in 1930 and an operator helper second class in 1932. He later became a process helper B in 1936. Mr. Douglas was promoted to process helper A in July, 1937, and was named controlman, his present position, in January, 1939.

The career of Mr. DeCuba started Nov. 6, 1929 when he became a laborer in the pressure stills. He became a still cleaner in 1932 then transferred to Mechanical-Boiler as a boilermaker helper B in 1937. In 1940, he transferred to the then Mechanical-Building & Maintenance followed by a move to Receiving & Shipping (Wharves) in 1942. He became a wharfinger B in 1947 and a wharfinger in 1951. Mr. DeCuba was promoted to dockman in August, 1955.

Mr. Mawby came to Lago Jan. 3, 1930 as a second class helper in the Acid Plant. In November, 1932, he transferred to Light Oils Finishing as a stillman first class. He was promoted to operator second class in January, 1934, and to operator first class in May, 1936. His advancement to assistant shift foreman came in April, 1945, and his promotion to shift foreman came in January, 1950. Mr. Mawby was named maintenance foreman May 1, 1957.



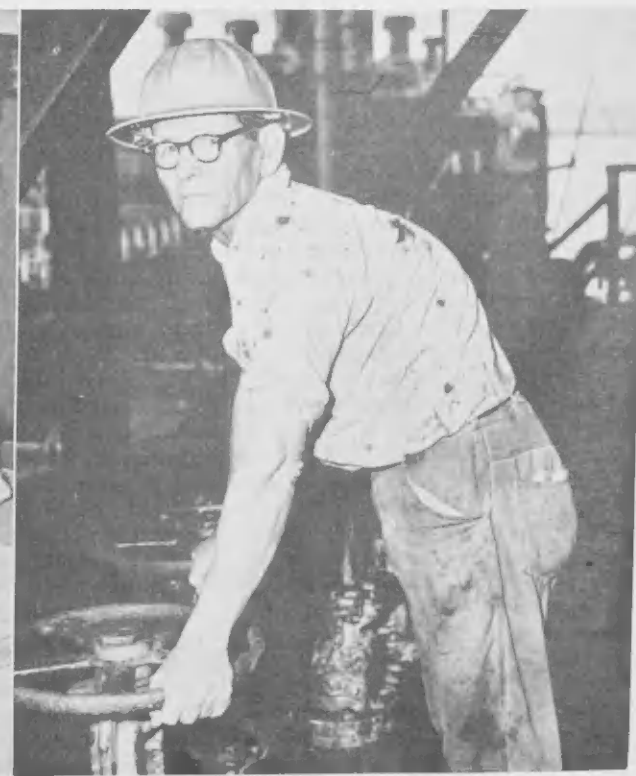
S. Douglas



J. N. Rogers



L. S. Mawby



Hose M. DeCuba

Patterson Sets Retirement Date

Leaving Lago Jan. 31 for subsequent retirement will be Charles W. Patterson, carpenter A in General Services Crafts. Mr. Patterson's career started seventeen years, eight months ago. He started as a carpenter helper B May 27, 1942 in the former Colony Maintenance Division of the Mechanical Department. He was named a carpenter B in C. W. Patterson General Services-Crafts Feb. 1, 1948 and was promoted to carpenter A in August, 1949. He plans to retire in St. Vincent, W. I.



Dos Ex-Empleado Promovi den Esso Marketing

Dos ex-empleado di Lago a worde promovi recientemente den Marketing Coordination Department di Standard Oil Company (N.J.).

Nombra hefe di Fuel Oil Section di Marketing Development tabata James Harkins, antes chemical engineer den TSD Process. Tambe a bini cerca Marketing Coordination como un contacto pa a territorio aki, esta America Latino, G. W. Potts, antes marketing assistant na Lago.

Sr. Harkins a cuminsa su carera cu Jersey Standard na Augustus 1947 como junior engineer den TSD-Laboratories na Lago. El a transferi for di TSD-Process pa Export Sales Department di Creole como technical assistant y despues a bira hefe di Supply and Transportation Section di a afiliado aki. Despues di un periodo di entrenamiento na Caracas el a worde nombrá assistant acting manager di Export Sales Department na 1956 cu encargo rotativo. El a bira hefe di Sales Development Section na New York na fin di e mes anja, y na 1958 el a bira assistant manager di Export Sales.

Sr. Potts a worde empleá door di Jersey Standard Oct. 11, 1940 como tradesman third class den Mechanical-Instrument na Lago. Pa un corto periodo na 1947 el tabata safety inspector y na September di e anja aki el a worde nombrá marketing assistant. El a laga Lago na Augustus, 1949, pa bira division manager di Esso SO (Central America) na Honduras y na 1950 el a worde nombrá division manager na Guatemala. E siguiente anja el a worde nombrá northern division manager (Guatemala/Honduras/Salvador) y na 1953 el a bira assistant di a western region manager.

Sr. Potts a worde nombrá marketing manager interino di e division di Cuba na 1954 y mas despues el a bira assistant di a division manager.

Na 1956 Sr. Potts a worde nombrá assistant division manager y despues division manager (Cuba).

J. Quandt Nombrá Foreman Jan. 1 Den Dry Storage

Efectivo e promer dia di e anja aki, Jacinto I. Quandt a worde promoví pa dry storage foreman di General Services-Commissary for di head dry storage clerk.

Servicio di Sr. Quandt ta origina Oct. 15, 1935 tempo cu el a cuminsa traha cu compania como laborer second class den General Services-Commissary unda el a keda durante henter su carera di binti-cuatro anja di servicio. El a avanza pa laborer A na 1936 y a bira apprentice sales clerk D e siguiente anja. Promocionnan cu a sigui tabata pa apprentice clerk C, sales clerk, office clerk y head delivery clerk. El a bira head stock clerk na 1942 y junior clerk I e siguiente anja. Su promocion pa head dry storage clerk a bini na October 1955.

First CYI Award Paid Under Revised Plan

A Mechanical-Carpenter tradesman A in the Carpenter Shop has the distinction of being the first suggester to receive an award under Lago's revised CYI plan. The ingenious man is Efigenio M. Paula who was awarded Fls. 75 for his idea which led to savings in both time and material. Mr. Paula suggested the use of a wooden jig and coarse sandpaper to shape the concave radius in Foamsil insulating blocks.

He conceived the idea when assigned the task of shaping a few hundred of the blocks for Petrochem furnaces at the Nos. 5 and 8 Combination Units. The job was being done with power cutters. The gritty blocks caused the cutters to wear rapidly. This caused the radius dimension to change quickly. Mr. Paula suggested that the outside radius be done with coarse sandpaper by hand in a wooden jig made to give the desired radius. This method was also used to shape the inside radius. The method is far better and faster than those used in the past.

Direct Contact Established

Under the revised CYI plan direct contact between the suggester and his immediate supervisor has been adopted which, the CYI committee felt, would lead to better ideas. In Mr. Paula's case his immediate supervisor was F. Christiaans, Carpenter Shop foreman, who studied Mr. Paula's idea, saw its merit and sent it to the level of supervision that had authority to adopt the suggestion along with his recommendation.

The direct contact procedure between employee and immediate supervisor was hailed as the most important change in the CYI plan. Employees can be stimulated into suggesting better ideas which should lead to more awards being granted and bigger awards paid — all to the benefit of both suggester and company.



FIRST EMPLOYEE to receive an award under Lago's revised CYI plan was Efigenio M. Paula, tradesman A in the Carpenter Shop, who accepts a check from C. Berrisford, Mechanical-Carpenter general foreman. F. Christiaans, center, foreman, was first to see merit in Mr. Paula's idea on shaping Foamsil insulating blocks. PROMER EMPLEADO cu ta recibí un premio segun e plan revisá di CYI tabata Efigenio M. Paula, tradesman A den Carpenter Shop, kende ta acepta un check for di C. Berrisford, Mechanical-Carpenter general foreman. F. Christiaans, centro, foreman, tabata e promer cu a mira merito den idea di Sr. Paula.

Desperdicio di Azeta

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a haci prueba en cuanto desperdicio pa motibo di evaporacion den tank farm asina cu medidanan coreccional por worde tumá." Sr. McClintock a reporta cu un equipo ta investigando lekmento di pomp door di henter refinaria, a sistema di blend gasoline ta bao estudio y TSD-Laboratories ta compilando informacion tocante e contenido di hydrocarbon den flu gas stack di Cracking Plant.

E equipo a haci un bishita na a primary separator tras di No. 1 Powerhouse, e importantisimo punto final di a cadena di conservacion di azeta. "Un operator por kere cu azeta gedump den sewer por worde recobrá, pero en efecto productionan liher ta evapora for di e superficie hanchu habrí di e separator pa motibo di e biento fuerte," Sr. McClintock a acentua.

Medidanan coreccional mester tin un programa competente tras di nan pa asina nan worde ehecúta semper. Un balance correcto di azeta recibí y azeta barcá lo duna un cifra exacto di e perdida como un guia den e conservacion.

Sr. McClintock ta un experto di conservacion di azeta. Promer cu el a bini cerca Sso Research and En-

gineering Company solamente seis luna pasá, el tabata presidente di Oil Loss Prevention Coordination Group di Standard Oil Company (N.J.) desde cu e programa a cuminsa na 1954. El tabata involvi den programa desde 1936 tempo M. C. F. Smith, e tempo vice presidente di Jersey Standard, a establece un grupo special pa reduci desperdicio di azeta. Sr. McClintock a move pa Esso Research and Engineering Company ora Jersey Standard a decidi cu lo ta mas adecuado pa pone su grupo cu ta studia prevencion di desperdicio den un organizacion di experimentacion. E prevencion di desperdicio ta un importante programa di Jersey Standard. E compania a perde un total di \$65,000,000 den desperdicio na henter mundo den 1958 sol!

E estudio lo inclui tur desperdicio di azeta na Lago for di momento cu a crudo worde cumprá te ora e producto refiná worde bendí y barcá. Y un medida importante ta pa considera e deseabilidad economico di introduci hopi procedimentonan coreccional y sistemanan pa reduci desperdicio di azeta.

Pero, manera Sr. McClintock ta acentua cada vez di nobo, ta e empleado kende lo mester haci un gran

parti pa yuda Lago reduci e perdidan aki.

Lo ta e homber kende mira un pomp defectivo, un lek den packing gland di un pomp of un tubo cu a hiba danjo. Lo ta e sampler cu ta flush cada linja segun standard minimo y e gauger cu ta tene e bocan di tanki cerrá. Lo ta e empleado cu ta asegura su mes cu solamente awa ta worde gedrain for di a tanki y no precioso galonnan di azeta. Y lo ta e operator cu no ta flare producto solamente pa conveniencia, y kende ta minimiza produccion excesivo di gas. Lo ta hendenan cu ta tene balance correcto di material. Instalacion cuidadoso di metro y manencion door di esnan involvi tambe ta masha importante den e programa. Trahadornan di haaf por yuda, y tambe machinistnan, hendenan di laboratorio, accountants, verfdó, ingeniero, practicamente tur hende den refinaria. Mas ayudo por worde duná door di e hendenan cu ta scapa mas tanto azeta posible di bai den sewer. E ta un trabao masha intensivo y den cual tur mester coopera, y cual lo haci hopi pa yuda Lago produci su productionan na costonan cu ta mantene nan den un posicion saludable.

Dutch Warship Dubbed 'Aruba' In World War II

The advent of a new Esso Aruba on the scene brings to light the brief role another ship called "Aruba" played during World War II. Unlike the huge Esso tanker that recently visited San Nicolas Harbor, the other "Aruba" was in reality a Dutch light cruiser, Hr.Ms. Tromp. The date was June 15, 1945. The scene was set offshore from the Balikpapan Refinery in a Dutch Borneo town of the same name. A U.S. task force of two light cruisers and several destroyers had the mission of shelling enemy positions in and around both the refinery and the town. Their job was to cover the operation of minesweepers working the area in preparation for a landing by Australian troops under the overall command of General Douglas MacArthur.

During the course of the bombardment, which lasted from June 15 to July 1, the U.S. ships were joined for a period of ten days by the Tromp and two Australian cruisers. It took on the aspects of a real international squadron.

But the Tromp needed another name, temporarily, if the mission were to be successful. Voice radio had to be used to maintain contact between the fighting ships during the heat of battle. Since three different navies were operating together, each ship needed a code name.

There was no code name for the Dutch light cruiser in the U.S. Navy call book so one had to be selected, and fast. No one will ever know who selected the code name "Aruba" for the Tromp but it certainly was appropriate for a Dutch ship to carry an Antillean name.

During the entire battle, the ship was called the "Aruba." A common reply from the vessel in answer to an order would be, "Aruba, roger, over and out." The "Aruba" contributed materially in reducing enemy positions prior to the landing and assisted twice in repelling night air attacks by Japanese planes. The refinery, under Jap control, was accidentally hit several times by shells and several tanks were set afire. (Several Lago employees experienced a similar type shelling from the sea when the refinery here was attacked by a German submarine).

Another coincidence was the fact that the navigator of the U.S.S. Denver, one of the ships in the battle, Lt. Comdr. J. P. Wiley, joined Lago's Technical Service Department after the war. He related the role of a ship named "Aruba."

Promer Premio

(Continúa di pagina 1)

nan di Nos. 5 y 8 Combination Units. E trabao tabata worde haci cu cortador di coriente, y e blokinan tabata causa e cortadornan di gasta rapidamente. Esaki a causa dimension di e radius di cambia cu frecuencia. Sr. Paula a sugeri cu e radius di pafor worde haci cu schuurpapier grof cu man den un jig di palo pa duna e radius deseá.

E metodo aki a worde usá tambe pa forma e radius di paden. E metodo ta mucho mehor y mas liher cu esnan usá den pasado.

Bao a plan revisá di CYI contacto directo entre e originador y su superior inmediata a worde adoptá, cual segun e comité di CYI, lo resulta den mehor ideanan. Den caso di Sr. Paula su superior inmediata tabata F. Christiaans, foreman di Carpenter Shop, kende a studia idea di Sr. Paula, a mira su merito y a manda e idea hunto cu su recomendacion pa a nivel di supervision cu tin autoridad pa acepte'le.

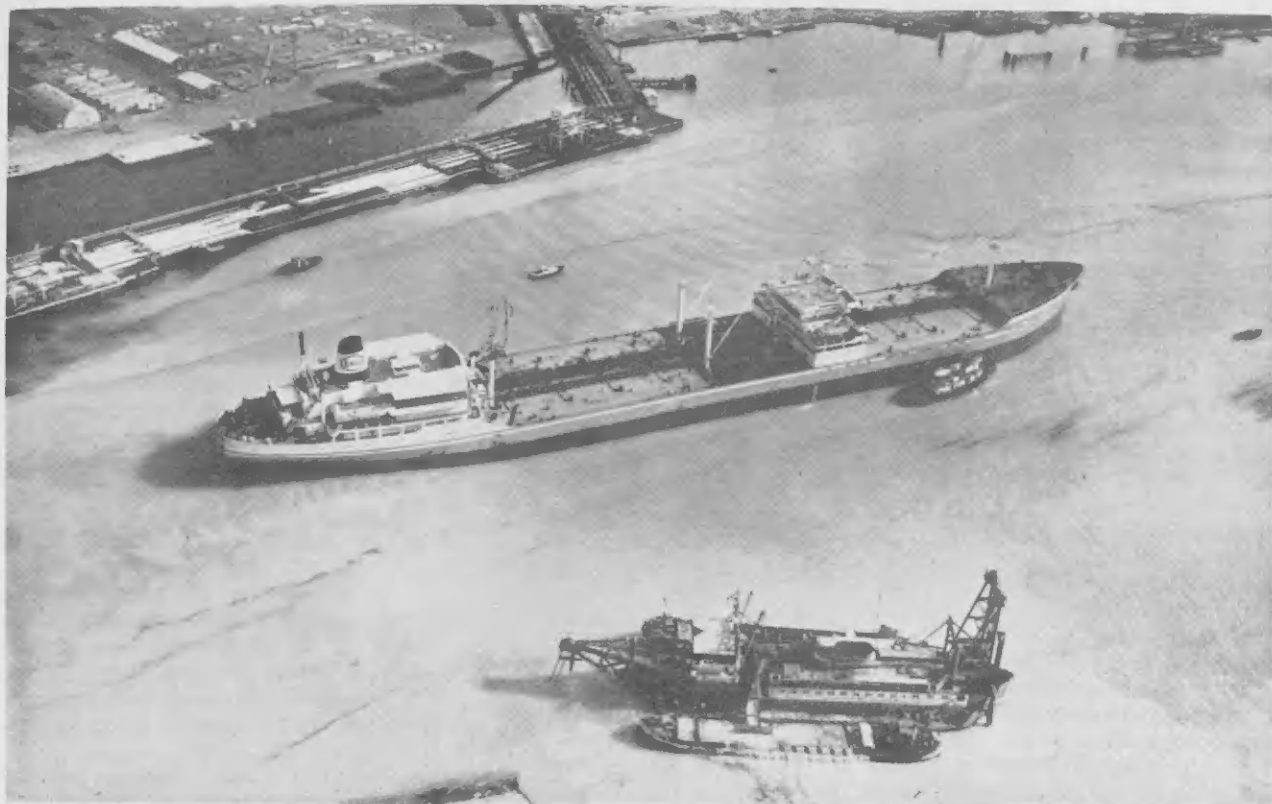
E arreglo di contacto directo entre empleadonan y su superior inmediata ta worde considerá e cambio mas importante den e plan di CYI. Empleadonan ta worde estimulá pa manda aden mehor ideanan, cual lo resulta den premionan mas grandi, y e beneficiadonan consecuentes tanto pa compania como pa e empleado.



A JOINT turnover meeting with management members was held by the Lago Employee Council Jan. 6. At the council meeting the following council members were re-elected officers for 1960-61: F. H. Ritfeld, president; E. D. Tromp, vice-president and G. Giel, secretary.

UN REUNION conjunto di cambio cu miembronan di directiva a worde tení door di Lago Employee Council Jan. 6. Durante e reunion e siguiente oficialnan a worde eligí pa e anja aki: F. H. Ritfeld, presidente; E. D. Tromp, vice-presidente, y G. Giel, secretario.

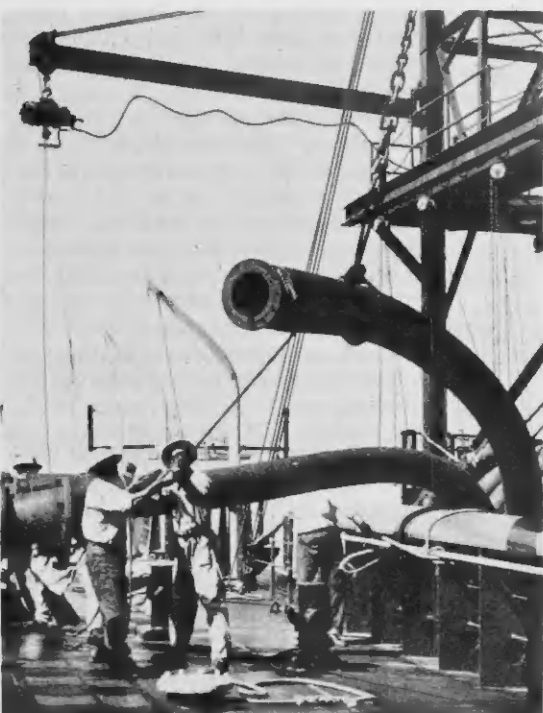
Gala Celebration Greets Esso Aruba



THE ESSO Aruba was met and escorted into San Nicolas Harbor by the tugs Esso Oranjestad and San Nicolas who had never before had the honor of safeguarding such a giant. The new Esso Aruba is the largest vessel ever to enter the harbor. She is a 47,446 deadweight ton tanker, 740 feet long. She carried out a record cargo of 294,657 barrels of fuel oil.



ESSO ARUBA a worde encontrá y acompañá te den haaf di San Nicolas door di e remolcadornan Esso Oranjestad y San Nicolas cu nunca antes tabatin e honor di resguarda asina un gigante. Esso Aruba nobo ta e bapor di mas grandi cu ta drenta haaf. E ta un tanquero di 47,446 tonelada peso muerto, 740 pia largo. El a sali cu un carga di 294,657 barril di combustible.



NO SOONER had she docked than wharfingers had lines on board so the ship could dump 120,000 barrels of ballast.

APENAS EL a mara cu e trahadornan di haaf tabatin linjanan cla na bordo asina cu e bapor por a dump ballast.



THE OFFICIAL Lago reception committee included General Manager W. A. Murray, General Superintendent F. W. Switzer and Public Relations Manager B. Teagle. E COMISION di recepcion tabata consisti di Gerente General W. A. Murray, Superintendente General F. W. Switzer y Gerente di Relaciones Publicas B. Teagle.



HIGHLIGHTS of the day's festivities was a special Dining Hall luncheon for Esso Aruba officers, government officials, the Panamanian consul, the Lago Executive Committee and Marine Department heads. PUNTO CULMINANTE di e festividadnan di e dia tabata un comida special na Dining Hall pa e oficialnan di Esso Aruba, funcionarionan di gobierno, consul di Panama y oficialnan di Lago.

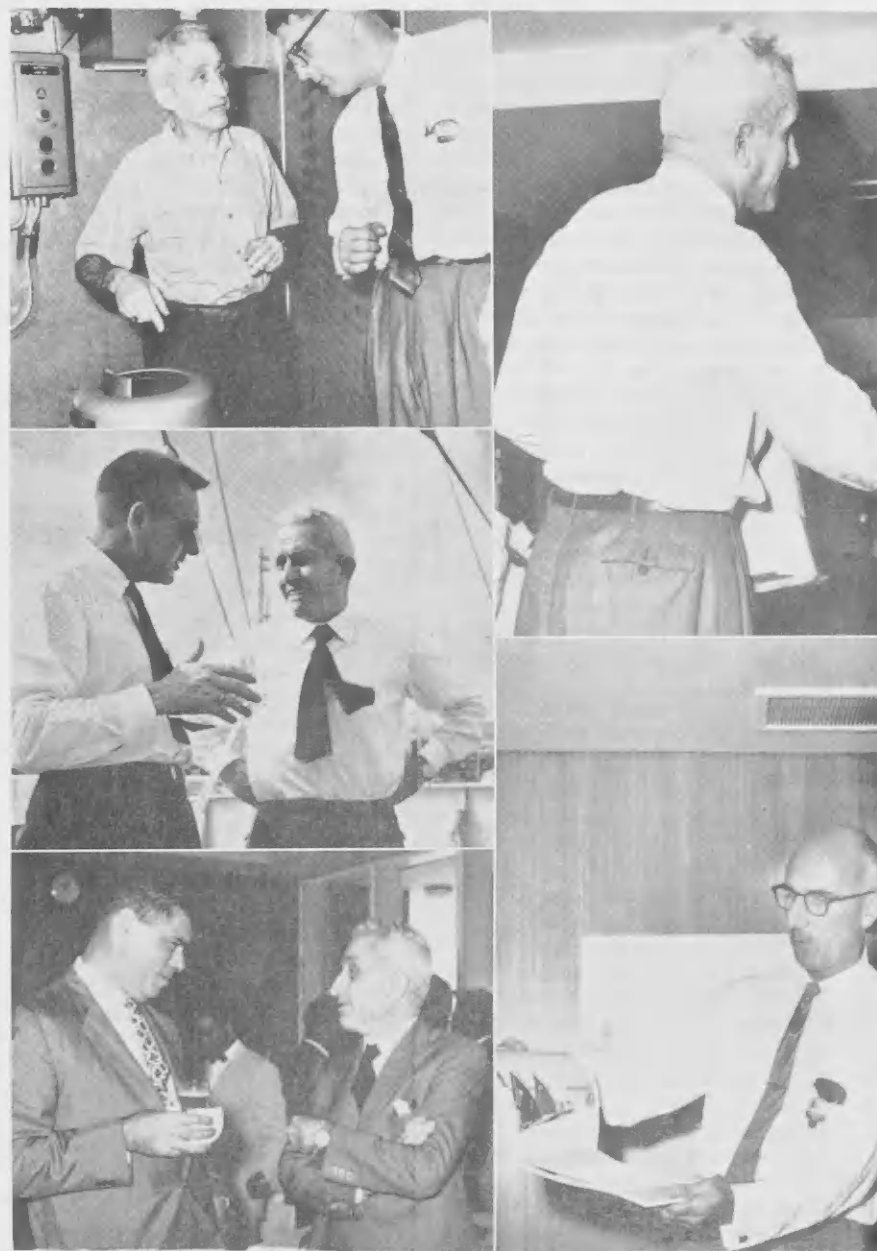
When the new Esso Aruba sailed out of San Nicolas Harbor during the early morning hours of Jan. 13, she left behind several new Marine Department records of note. Not only had the huge tanker become the largest vessel to enter San Nicolas Harbor — outranking such giants as the Al-Malik Saud Al-Awal, Transeastern and World Beauty — but she had taken with her the largest cargo by both volume and weight that had ever been recorded by the Marine Department.

The island's namesake is a 47,446 deadweight ton vessel, nearly 100 deadweight tons more than the harbor's previous largest visitor — Al-Malik Saud Al-Awal. The Arabian vessel, also built in Hamburg, Germany, brought in a cargo of crude oil in November, 1956, and took out 252,000 barrels of fuel oil. Though longer than the new Esso Aruba — 776 feet to the latter ship's 740 — the Arabian ship's beam is only 95 feet compared to the Esso Aruba's 102. In cargo tank capacity, the comparison also favors the Esso Aruba with 382,000 barrels to the Al Malik's 325,000.

Former record holder for total cargo by volume was the Hans Isbrandtsten which took out 271,456 barrels of fuel oil last May. The Esso Aruba beat this record by 23,201 barrels and on its first cruise at that! The Esso Aruba's third record was the top tonnage it loaded — 44,869 tons. This surpasses the World Beauty's record of 40,775.6 tons of fuel oil loaded last June.

The Esso Aruba left Hamburg, Germany, Dec. 31. On board were thirteen officers, thirty-seven crewmembers and two Howaldtswerke warranty engineers. The giant vessel's 19,000 shaft horsepower turbines propelled it through the seas at a top 17½ knots during a speed

(Continued on page 7)



COMMANDANTE G. Ghiglione, the Esso Aruba's master, received the new Netherlands Antilles flag from Lt. Gov. F. J. C. Beaujon and copies of Lago's colorful calendar from General Manager W. A. Murray. During the Jan. 12 festivities he had the opportunity to chat with Lago Executive Committee members, Marine Department representatives, government officials and the Panamanian consul, including F. C. Donovan, J. H. Brown III, J. Andreae, A. W. Kelley and Juan Eskildsen.

ARTIST JOHN Pandellis chose a spot at Pos Chikito to paint this typical Aruban landscape that was presented to the Esso Aruba's master. Prominent in the background is Aruba's famous Mt. Hooiberg. The oil work will hang in the ship's wardroom and is approximately 23" x 33" in size.



a Celebracion Grandioso Pa Esso Aruba

Ora Esso Aruba nobo a sali for di haaf di San Nicolas mainta tempran Jan. 13, el a laga su tras varios record nobo cu merece anotacion. No solamente e tanquero grandi aki tabata esun di mas grandi cu a yega di drenta haaf di San Nicolas, batiendo tal gigantenan manera Al-Malik Saud Al-Awal y World Beauty, pero tambe el a hiba cu ne e carga di mas grandi tanto den volumen como den peso cu a yega di worde registrá den historia di Marine Department.

Tocayo di e isla aki ta un bapor di 47,446 tonelada peso muerto, casi 100 tonelada mas cu e anterior bishitante mas grandi — Al-Malik Saud Al-Awal. E bapor di Arabia, tambe trahá na Hamburg, Alemania, a trece un carga di crudo na November 1956 y a sali cu 252,000 barril di fuel oil. Maske e ta mas largo cu Esso Aruba nobo — 776 pia compará cu 740 di Esso Aruba — e bapor Arabier su hanchura ta solamente 95 pia compará cu 102 di Esso Aruba. Den capacidad di carga, e comparacion ta sali tambe na favor di Esso Aruba cu 382,000 barril pa e 325,000 barril di Al-Malik.

E anterior tenedor di record pa carga total na volumen tabata Hans Isbrandsten cual a sali cu 271,456 barril di combustible na Mei anja pasá. Esso Aruba a bati e record aki cu 23,201 barril y anto ariba su promer viaje! Di tres record di Esso Aruba tabata e tonelada cu el a tuma — 44,869 tonelada. Esaki ta bati e record di World Beauty cu a tuma 40,775.6 tonelada di combustible na Juni anja pasá.

Esso Aruba a sali for di Hamburg, Alemania, Dec. 31. Abordo tabatin diez-tres oficial, treinta y siete miembro di tripulacion y dos ingeniero di Howaldswerke. E turbinanan gigantesco di 19,000 forza di cabai di e bapor a dune'le un velocidad di 17-1/2 milla pa ora atravez

(Continúa na pagina 8)



THE NEW Esso Aruba was a sight to see. Though ice had caused her predominant gray paint to chip, she was shipshape and trim as she entered the harbor.

E ESSO Aruba nobo tabata un vista pa mira. Maske ijs a causa su verf predominante shinishi di casca, e tabata den bon condicion y elegante.



TOUR MEMBERS visited with Chief Engineer I. Fusco who, right, points out an interesting engine room feature to Mr. Murray. ESNAN CU a bishita e bapor en particular a goza di un bishita cu Chief Engineer I. Fusco kende tin 19,000 horsepower na su comando. Banda drechi el ta muntra un punto interesante na Sr. Murray.



THE CREW'S recreation room is spacious and contemporary, above, and quarters, left above, are air conditioned and private. The occupant is Second Officer Mario Lampo.

SALA DI recreo di e tripulacion ta espacioso y contemporario, ariba, y e cuarternan, robez ariba, ta aire-condicioná y privado. E ocupante ta Segunda Oficial Mario Lampo.

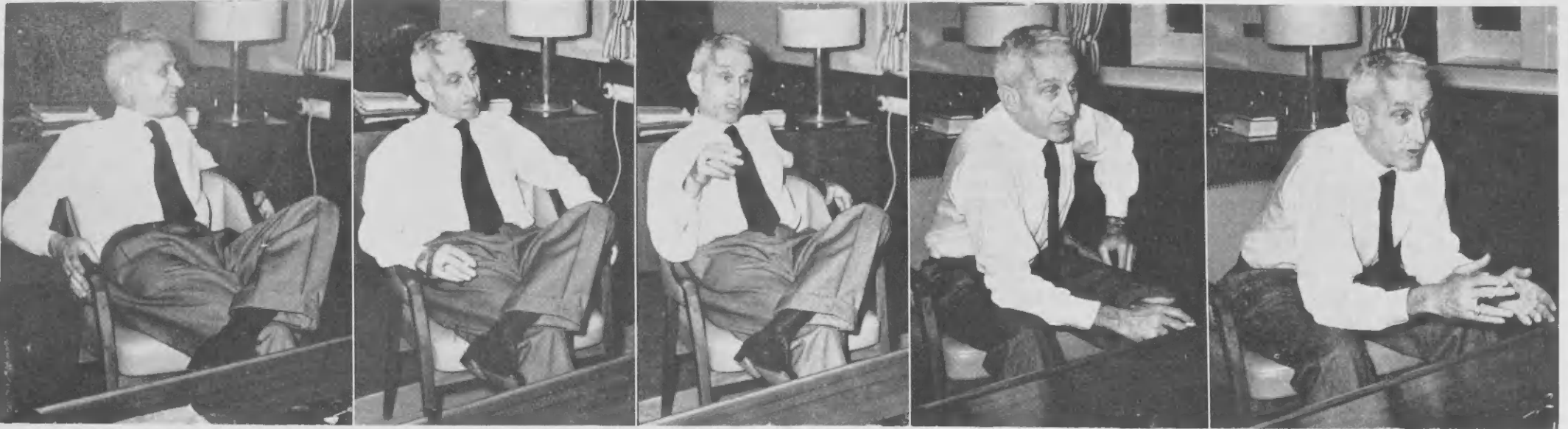


A PAINTING of an Aruban scene is unveiled at the luncheon before being presented to the Esso Aruba's officers and crew. CUADRO DESVELÁ na e comida promer cu el a worde entregá na oficialnan y tripulacion di Esso Aruba.

COMANDANTE G. Ghiglione, captan di Esso Aruba, a recibí e bandera nobo di Antillas Holandes for di Gezaghhebbber F. J. C. Beaujon y copianan di e calendar coloroso di Gerente General W. A. Murray. Durante e festividadnan Jan. 12 el tabatin e oportunidad pa conversa cu miembronan di comité ehecutivo di Lago, representante di Marine Department, oficialnan di gobierno y e consul di Panama incluyendo F. C. Donovan, J. H. Brown III, J. Andreae, A. W. Kelley y Juan Eskildsen, munstrá ariba.

PINTOR JOHN Pandellis a escoge un sitio na Pos Chikito pa pinta e escena tipico Arubano cu a worde presentá na captain di Esso Aruba. Prominente den e fondo ta Seroe Hooiberg. E cuadro lo colga den sala di e bapor y ta mas of menos 23" x 33" den tamanjo.





COMMANDANTE GUISEPPE Ghiglione is a slight man in stature. He speaks quietly and warmly with occasional gesticulation. Unmarried, he demurely acknowledged the observation that he was, perhaps, wedded to the sea. Accepting the Esso Aruba's size was done by her new master with casual ease.

COMMANDANTE GUISEPPE Ghiglione ta un homber fini di curpa. E ta papia keito y carinoso y tin vez ta usa su man tambe. Soltero, el a admiti e remarca cu podiser e ta casá cu lamar. E grandura di e Esso Aruba ta worde aceptá cu calma door di su capitan nobo.

Commandante Ghiglione Commands New Esso Aruba

The axiom is age-old, agreed, but it stands descriptive. The difference between the captains of the new Esso Aruba and the old Esso Aruba is the difference between night and day. Commandante Guiseppe Ghiglione is a conservative, reserved gentleman of the old country. His fore-runner was a gregarious gentleman of dancing wit and prankish desires. In professional dedication only there exists likeness. To both men the sea is life itself; the Esso Arubas, past and present, ships of fine reputation, sea worthiness and service. Men of keen skill and high respect personify both commands.

But as time quickly fades the past, so it is that all eyes of Aruba and Esso Shipping circles are fully focused on today and the grand entry of the giant Esso Aruba into oil routes of the world.

When the San Nicolas Harbor berthing of the Esso Aruba was secured, it meant another high mark in the sea life of Commandante Guiseppe Ghiglione. Although his reserve, inward nature would indicate just another journey in the life of a man that has had many journeys, he had, nevertheless, commanded Esso's largest tanker on its maiden voyage. Then too, although it seemed not to concern this fine Italian seaman, he had brought the largest tanker yet into a harbor that has seen the best in behemoths offered by German, Ja-

panese and United States shipyards.

It was indeed a proud moment taken in old world grace, some of the enthusiasm, undoubtedly, subdued by Signor Ghiglione's natural constraint. Possibly, also, the many years at sea leave little to excite the skilled seaman. Everything is done with the same precision and efficiency regardless of the ship's class or purpose. Commandante Ghiglione's acceptance of the Aruba's bulk came in reserved answer to the question of handling a tanker of her size. Very politely, softly and completely without bravado, he replied: "She carries more and goes faster making trips shorter." That was all. The words came with affection, nevertheless, as are most comments by seamen about the ships they sail.

Aruba First Trip

Because of the significance of the command, it was wondered whether Commandante Ghiglione was the commodore of the Esso fleet. Almost embarrassed by the suggestion, the Aruba's master dispatched the thought with "no, no, no." But well he might, perhaps not by seniority, but by command and sea miles travelled under the Esso standard. It was in 1948, March 8 exactly, that he boarded his first Esso ship, the SS Standard. Not quite one month later he made his first oil port of call. Where? San Nicolas Harbor. That first tanker run to Aruba en-

abled the Commandante to log the first of thousands and thousands of sea miles for Esso. In fact, ten years and eleven Esso tankers later the exact distance travelled over the world's great oceans totalled 702,900 sea miles. He apologized for the absence of miles travelled during 1959 including the Dec. 31 start of the Esso Aruba from Hamburg, Germany, on her oil-hauling career.

Commandante Ghiglione's first command was aboard the Esso Sao Paulo. That was in 1950 following two years of service aboard the SS Standard, Beaverdam and Orville Harden. Other assignments put him in command of the Esso tankers Santos, Rochester, San Juan and Genova, and the Stanvac tankers Bombay and Singapore. His command before the Aruba was the Esso Peru which slid away from the north side of Finger Pier No. 2 shortly after the Aruba's welcome to San Nicolas Harbor Jan. 12.

It can't be said that Guiseppe Ghiglione went to sea at an early age. He didn't. Nor can it be said that once he went to sea he remained there. He didn't. Signor Ghiglione was born fifty-seven years ago in Loano on the coast of the Ligurian Sea. These are the Mediterranean waters north of Corsica that lap the underbelly of Europe at a point where the top of the Italian boot reaches westward to France. His

birth place is geographically situated with Genova on one side and Nice on the other. Youthful desire for the sea took him to historically famous Savona, on the same coast, and Italy's top maritime academy, Leon Pancaldo. He was graduated with officer's rank in 1924 and at the age of twenty-three went to sea. His first tour of sea duty was in the Italian Navy aboard destroyers. It was a brief stay — two years — before he resigned and went aboard commercial freighters.

Ashore in Addis Ababa

During the late Twenties and early and middle Thirties he sailed primarily the waters of the Mediterranean calling at Genova, Marseille and Lisbon with occasional Atlantic sailings into the Gulf of Mexico. In 1937, Signor Ghiglione took leave of the sea and journeyed to Africa where he joined his brother in an import-export firm in Addis Ababa in Ethiopia. His shore vocation lasted four years. In 1941 he was called back to the Italian Navy. This pleased him not at all. "I had no quarrel with my British or American friends," he said quietly as his thoughts returned to the war years. He certainly didn't as his actions proved. As commander of an Italian submarine chaser he patrolled the waters off Eastern Africa for only three months before surrendering to the British. Signor Ghiglione was taken to Mas-

saua in Eritrea on the coast of the Red Sea. Here, with 12,000 other prisoners of war, mostly Italians, he was held for fifteen days. Escape ended his confinement. His freedom began a southerly trek from Massaua to Addis Ababa, a distance of about 775 miles. Signor Ghiglione walked the entire distance in little over five months. His determination was not to rejoin his compatriots in battle, but to reach the Ethiopian capital to protect his property there. And he accomplished just that. He rejoined his brother and was able to get his affairs in order before the British apprehended him a second time. As an enemy alien his property was confiscated, but not before the British had given him legal and proper receipt for his possessions.

A prisoner of war once more, Signor Ghiglione was gathered up with other Italians and sent to Berbera, British Somaliland, where they boarded a transport for Tanga in Tanganyika. By train he travelled to Nairobi, capital of Kenya, and a nearby prison camp where he remained until his release in 1946.

Freed with war's end, Signor Ghiglione returned to the warm climate of Italy and Loano. Here he rested regaining strength spent during years of prisoner privation. Then, March 8, 1948, he boarded the first of many Esso tankers that led him to the command of the Esso Aruba.

Commandante Ghiglione Captan di Esso Aruba Nobo

El diferencia entre e captannan di Esso Aruba nobo y Esso Aruba bieuw ta mescos cu e diferencia entre anochi y dia. Comandante Guiseppe Ghiglione ta un caballero conservativo, reservá. Su contraparte tabata un caballero chistoso. Solamente den dedicacion pa nan trabao ta existi similaridad. Pa tur dos homber lamar ta nan bida; y nan bapornan, pasado di presente, tabata bapornan di reputacion fini y servicio distingui. Nan tur dos tabata hombernan di alto abilidad y respet.

Pero como tempo ta nubia e pasado liher, awe tur wowonan na Aruba y den Esso Shipping ta fihá ariba e presente y e entrada galante di e gigantesco Esso Aruba ariba rutanen petrolero di mundo.

Ora Esso Aruba nobo a hancra den haaf di San Nicolas esaki tabata nifica un otro record sobresaliente den bida di Comandante Guiseppe Ghiglione. Maske su naturaleza reservá, introverto lo ta indica ariba solamente un otro viaje completá den bida di un homber cu a haci asina tanto viaje, toch el a comanda e tanquero mas grandi di Esso ariba su promer viaje. Tambe, maske esey aparentemente no tabata importa mucho pa e distinguido captan Italiano aki, el a drenta e tanquero mas grandi di tur tempo den un haaf cu a acomoda e sobresaliente producton di astillerianan Aleman, Japo-

nes y Estados Unidos.

Tabata berdaderamente un momento jubiloso tumá cu un gracia di mundo bieuw, algun di e entusiasmo sin duda calmá pa e contencion natural di Signor Ghiglione. Posiblemente tambe e hopi anjanan na lamar ta laga masha poco pa excita e comandante di experiencia aki. Tur cos ta worde haci cu e mes precision y eficiencia no obstante e bapor su clase di obheto. E aceptacion di Comandante Ghiglione pa e tamanjo di Esso Aruba a bini den un contesta reservá ariba e pregunta tocante un tanquero di su tamanjo. Masha cortes, suave y completamente sin ningun gabamento, el a contesta: "E ta carga mas y ta bai mas liher y ta haci e viaje mas cortico." Esey tabata tur. E palabranan a bini cu afecto, mescos cu mayoria comentar di nabegantenan tocante nan bapor.

Promer Viaje

Pa motibo di significancia di e comando, un herde a puntra si Comandante Ghiglione tabata commodore di flota di Esso. Sorprendi door di esaki, e captan di Esso Aruba a termina e nocion aki cu "no, no, no." Pero el por bien tabata, podiser no pa senioridad, pero pa comando y millanan viaje na lamar bao Esso Standard. Tabata na 1948, 8 di Maart pa ser exacto, cu el a borda e promer bapor di Esso, SS Standard.

Apenas un luna atras el a hancra na su promer puerto. Unda? Haaf di San Nicolas. E promer viaje cu tanquero pa Aruba a completa pa e Comandante e promer di miles y miles di milla nautico pa Esso. En efecto, diez anja y diez-es un tanquero Esso mas leuw e distancia exacto cu el e viaje over di e lamarnan grandi di mundo ta 702,900 milla nautico. El a duna su excusa pa e ausencia di e cantidad di millas cu el a viaja durante 1959 incluyendo te dia 31 di December ora el e sali cu Esso Aruba for di Hamburg, Alemania, ariba su promer viaje.

E promer comando di Comandante Ghiglione tabata abordo di Esso Sao Paulo. Esey tabata na 1950 despues di dos anja di servicio abordo di SS Standard, Beaverdam y Orville Harden. Otro encargonan tabata como comandante di e tanqueronan Esso Santos, Rochester, San Juan y Genova, y tanqueronan Stanvac Bombay y Singapore. Su bapor promer cu Esso Aruba tabata Esso Peru cual a sali for di banda di nord di Finger Pier No. 2 poco despues cu Esso Aruba e caba di drenta haaf di San Nicolas Jan. 12.

No por worde bisá cu Guiseppe Ghiglione e bai lamar na un edad hoben. No tabata e caso. Tampoco por worde bisá cu una vez na lamar el a keda aki. Tampoco, Signor Ghiglione a nace cincuenta y siete anja

pasá na Loano na costa di Mar Liguriano. Esaki ta e awanan Mediterraneo pa nord di Corsica na punto abao di Europa na un punto unda e top di e bota Italiano ta extende panord pa Francia. Su lugar di nacimiento tin Genova na un banda y Nice na e otro. Su deseo di hubentud pa bai nabega e haci cu el a bai e historicamente famoso Savona, na e mes costa, y e sobresaliente academia maritimo di Italia, Leon Pancaldo. El a gradua cu rango di oficial na 1924 y na edad di 23 el e bai lamar. Su promer encargo na lamar tabata abordo di destroyers den Navy Italiano. Tabata un servicio corto — dos anja — promer cu el e tuma retiro y bai bordo di bapornan comercial.

Na Addis Ababa

Durante fin di anjanan binti y principio y medio di anjanan trinta el a nabega primeramente den awanan di Mediterraneo parando na Genova, Marseille y Lissabon y de vez en cuando el tabata pasa Atlantico pa Golfo di Mexico. Na 1937 Signor Ghiglione a laga lamar y a viaja pa Africa unda el a afilia cu su ruman den un firma di import-export na Addis Ababa na Ethiopia. Su vacacion na terra e dura cuatro anja. Na 1941 el e worde yamá atrobe den Navy Italiano. El no tabata gusta esaki por total. "Mi no tabatin guerra cu mi amigonan Ingles y Ame-

ricano," el e bisa suavemente mientras su pensamiento a bai back pa e anjanan di guerra. Seguramente no, manera su accionnan e demonstra. Como comandante di un caza-submarino Italiano el tabata patrulla e awanan dilanti Africa Oriental durante tres luna. Despues el mester a entrega na e Inglesnan. Signor Ghiglione a worde hibá Massaua na Eritrea na costa di Mar Rojo. Aki, hunto cu 12,000 otro prisioneronan di guerra, mayor parti Italiano, el a worde teni diez-cinco dia. Huymento a termina su cautiverio. Su libertad a cuminsa cu un viaje pa zuid di Massaua pa Addis Ababa, un distancia di 775 milla. Signor Ghiglione e camna henter e distancia aki den poco mas cu cinco luna. Su determinacion no tabata pa uni cu su compatriotanan den bataya, pero pa yega capital di Ethiopia pa protega su propiedad aya. El a logra esey tambe. El e yega cerca su ruman y a logra regla su asuntunan promer cu e Inglesnan e capture-le pa di dos vez. Como enemigo su propiedad a worde confiscá, pero no promer cu e Inglesnan a dunele un recibo legal y propio pa su propiedad.

Atrobe prisionero di guerra, Signor Ghiglione hunto cu otro Italianonan e worde mandá Berbera, British Somaliland, unda nan a borda cu transport pa Tanga na Tanganyika. Cu

(Continúa na pagina 8)

Bapor di Guerra Holandes Duná Number di 'Aruba'

E binimento di Esso Aruba nobo ariba enscena ta lamta recuerdo di e papel cortico cu un otro bapor "Aruba" a hunga durante Guerra Mundial II.

En contraste cu e tanquero grandi di Esso cu a bishita haaf di San Nicolas recientemente e otro "Aruba" tabata en realidad un crucero liher Holandes, HMS Tromp. E fecha tabata Juni 15, 1945 y e sitio tabata den awanan dilanti e refineria di Balikpapan, na Borneo, un di e islanan na Indonesia. Un grupo di bapor di guerra Americano consistiendo di dos crucero liher y varios destroyer tabatin e encargo pa tira ariba e posicionnan enemigo paden y rond di e refineria y e stad. Nan trabao tabata pa cubri e operacion di barridornan di mina trahando den e territorio pa bahamento di e trupanen Australiano bao comando supremo di General Douglas MacArthur.

Durante curso di e bombardeo, cual a dura for di Juni 15 pa Juli 1, e crucero Tromp a uni su mes cerca e bapornan Americano pa un periodo di diez dia. Tambe a bini acerca dos crucero Australiano. E escadrilla a haya aspecto berbaderamente internacional.

Pero e crucero Tromp tabatin mester di un otro number, por lo pronto, pa e mision resulta cu exito. Mester a usa comunicacion vocal pa radio pa mantene contacto entre e bapornan

di guerra durante e calor di bataya, como tres diferente marina tabata traha hunto. Cada bapor tabatin mester un number den codigo.

No tabatin un number pa e crucero Holandes den buki di U.S. Navy asina cu mester a escoge un liher. Ningun hende lo sabi nunca kende e selecta e number di "Aruba" pa Tromp, pero seguramente ta apropiado pa un bapor di guerra Holandes carga un number Antiliano.

Durante henter e bataya, e bapor tabata yama "Aruba." Y semper e bapor tabata cerra su contesta cu, "Aruba, roger, over and out." E bapor aki a contribui grandemente pa reduci e posicionnan enemigo promer cu e bahamento y a yuda dos vez pa resisti atakenan di anochi door di e Japonenan. E refineria, bao control di Japonenan, a worde gedat accidentalmente varios vez door di tiro y varios tanki a pega candela. (Varios empleadonan di Lago a experimenta un tiramento similar for di lamar ora e refineria aki a worde ataká pa un submarino Aleman).

Un otro coincidencia tabata e hecho cu e navegador di U.S.S. Denver, un di e bapornan den e combate, Lt. Comdr. J. P. Wiley, a bin traha despues den Technical Service Department di Lago despues di guerra. El a conta di e parti cu e bapor cu yama "Aruba" a hunga den e bataya.



A TWELVE-week training course for government inspectors commenced Jan. 18 for M. Vingal and A. P. van Vuurden, right, after receiving a program outline from G. N. Owen, left, Safety Division head. To Mr. Owen's left is Dr. M. G. Boekhoudt, acting head of Social and Economic Affairs, and E. M. O'Brien, safety program coordinator.

UN CURSO di e entrenamiento di diez-dos siman pa inspectornan di gobierno a cuminsa Jan. 18 pa M. Vingal y A. P. van Vuurden, banda drechi, despues di recibí un splicacion di e programa for di G. N. Owen, robey, hefe di Safety Division. Na banda robey di Sr. Owen ta Drs. M. G. Boekhoudt, hefe interino di Asuntonan Social y Economico, y E. M. O'Brien, coordinador di programa di seguridad.

Two Government Workers Take Lago Safety Training

To augment the island government of Aruba's labor inspection function, a safety training program is currently being offered by Lago to two government employees.

Taking the twelve-week program are A. P. van Vuurden and M. Vingal, both former Lago employees, who will become qualified government inspectors after completing the extensive course. They will then be assigned the highly important job of accident prevention and safety promotion and the enforcement of Safety Resolutions I and II of the Netherlands Antilles. Responsible for their Lago training is the Safety Division of the Industrial Relations Department.

In expressing his gratitude to Lago for offering the government this extensive safety inspection training program, Dr. M. G. Boekhoudt, acting head of Social and Economic Affairs, said that Lago's experience in safe work methods and its outstanding safety records posted over the years will assure the trainees of more than adequate instruction.

Inasmuch as the government's safety resolutions stress the safe conduct of work in factories, workshops, other businesses and institutions and the safe conduct of building, construction, maintenance and demolition, Dr. Boekhoudt feels it is highly important that the trainees receive instruction that will enable them to use these safety skills in a rapidly modernizing island such as Aruba. The protection of the public is the ultimate goal of such a safety inspection and accident prevention program.

Mr. Van Vuurden and Mr. Vingal will study a multitude of safety sub-

jects during their three-month program at Lago. Highly stressed will be all areas of accident prevention, industrial hygiene, record keeping, fire prevention and fire fighting techniques, safety promotion through use of visual aids, safety training, job safety analysis and the development and enforcement of safety rules and regulations.

Safety Division personnel will school the government men on controlling unsafe acts and proper guards needed for machines and equipment. They'll learn the importance of eye protection, and corrective measures and control to be taken of harmful vapors should they spread. Visits to all areas of the refinery will be made throughout the course to give the men practical on-the-job training in inspecting for safety.

An important government resolution deals with building, construction, maintenance and demolition safety. Talks and demonstrations on hoisting apparatus and stevedoring will be given as part of the program with visits planned to the riggers shop and mason craft work areas. The men will get safety instructions on electrical hazards, traffic safety and accident investigation and will be given talks on first aid training.

The program calls for two days of training weekly at Lago. These days have been set up as Tuesday and Thursday for each of the twelve weeks.

The island safety resolutions, which the two men will enforce, also call for the promotion of cleanliness in work places, prevention of contagious and occupational diseases, drinking water control, presence of clean restroom facilities, proper work place lighting, promotion of bearable temperatures in work areas and safe electrical installations.

Patterson Ta Retira Jan. 31

Lagando Lago Jan. 31 pa retira subsecuente ta Charles W. Patterson, carpenter A den General Services Crafts.

E carera di Sr. Patterson a cuminsa diez-siete anja y ocho luna pasá. El a cuminsa como carpenter helper B Mei 27, 1942 den e anterior Colony Maintenance Division di Mechanical Department. El a worde nombrá carpenter B den General Services-Crafts Feb. 1, 1948 y a worde promoví pa carpenter A na Augustus 1949.

Profesor di Journalism Lo Guia Curso Nobo

En contestacion ariba hopi suplica na Seminar Committee pa un curso den skirbimento mas efectivo, P. H. Wagner di Ohio State School of Journalism lo presenta un tal curso for di Maart 7 pa Maart 31. E curso di Sr. Wagner tocante "Skirbimento Efectivo" lo acentua skirbimento claro y potente asina cu e ta refleha mehor e hecho y opinionnan pa e audiencia particular. Sr. Wagner lo analiza elementonan y fasenan di skirbimento efectivo di memoranda, informe y correspondencia incluyendo e fase importante di lezamento.

E dos gruponan cu ta tumar parti den e curso lo encontra sea Dialuna y Diaazon anochi for di 7:30 pa 9:30 of Diamars y Diahuebus anochi na mes tempo. Informacion tocante participacion lo worde haci disponible despues di Feb. 1.

ESSO ARUBA

(Continued from page 4)

trial although she'll normally cruise at 16 knots. In her tanks were 120,000 barrels of water as ballast which did little to slow the huge tanker down. The crew was kept busy familiarizing themselves with the new ship, whose hull was launched only last August. Morale was high. Seas were normal. Every man aboard could relax in the privacy of his own air conditioned quarters. Their plush quarters have normal steel bulkheads disguised with fine wood paneling, furniture highly modern in design and function and private baths.

On the bridge from time to time appeared the ship's master, Commandante G. Ghiglione, a man whose career at sea began some thirty-four years ago. Through his thin slippers he satisfactorily sensed the steady pulsing rhythm of the giant turbines. The trembling, pitching vessel was his entire responsibility.

The guaranty engineers were busy during the thirteen-day voyage conducting speed trials, checking turbines and a hundred and one other things that might need attention during the Esso Aruba's maiden trip.

Aruba Sighted Jan. 12

Aruba was sighted Jan. 12. The vessel was appropriately met by Lago's tugs which played arches of water from their fire hoses. With the help of the tugs, the Esso Aruba slipped into No. 2 Finger Pier (south) as Lago officials waited on the pier to officially greet officers and crew. As soon as the ship was secured to the pier, Lago wharfingers and Esso Aruba crewmembers began hooking up lines and opening valves so that the ship could unload ballast and take on over 290,000 barrels of fuel oil for delivery to New York.

To honor the first visit of the Esso Aruba, a special luncheon was held at the Dining Hall for the ship's officers, government officials, and the Panamanian Consul. Hosts were members of Lago's Executive Committee and Marine Department representatives. During the course of this luncheon, Lt. Gov. F. J. C. Beaulieu reminisced about his own short career at sea when a youth and also welcomed the ship, its officers and crew to Aruba in behalf of the people.

A painting of a typical Aruban landscape by John Pandellis was presented to Commandante Ghiglione by General Manager W. A. Murray. Mr. Murray also welcomed the new vessel to these waters and to Lago especially.

Guests at the luncheon later toured the Esso Aruba as did members of the island's press corps. By next morning the ship was riding low in the harbor, its tanks nearly filled with oil. Its complement had swelled to fifty-one when J. Andreae, vice president and director of Esso Tankers and a former Lago marine manager, chose to make the ship's maiden visit to New York. He had flown to Aruba from New York especially for the celebration.

New Arrivals

December 7
TIEL, Bertrando - Mech. Garage; A daughter, Patricia Susana
ILLIDGE, Jean A. - LOF; A son, Neville Mervin

December 8
CROES, Marcelino W. - Accounting; A son, Mario Haeinto
GEERMAN, Pedro J. Cracking; A daughter, Anna Violeta
KROZENDIJK, Antonio - Rec. & Ship; A son, Eric Marcelin

December 9
JURI, Arnold G. - Gen. Serv.; A daughter, Sandra Christina

December 10
QUANDT, Dominico - Mech. Admin.; A daughter, Marie Bernadette

December 11
FAKO, Enrique A. - TSD Lab.; A daughter, Debbie Audrey

December 13
CROES, Innocencio - Mech. Pipe; A son, Auberto
BELLO, Celedonio E. - Rec. & Ship; A son, Emeterio Antonio
VROLIJK, Augustin M. - Mech. Garage; A son, Auberto Vercellis Andres
WEBB, Francisco - Gen. Serv.; A son, Luciano Otilio

December 14
ANGELA, Angelico - Gen. Serv.; A son, Isidro Antonio

December 15
KOCK, Johannes F. - Welding; A daughter, Judith Bienvenida
RASMIJN, Genaro - Storehouse; A daughter, Cristina
DIAZ, Pedro P. - Mech. Paint; A daughter, Lourdes Cristina
KOCK, Julian P. - Mech. Welding; A daughter, Aura Lucrecia
CROES, Carlos N. - LOF; A daughter, Lucia Elizabeth

December 16
CASTER, Tarcisio - Mech. Garage; A son, Eusebio Sebastiano
LACLE, Pedro A. - Mech. Machinist; A son, Pedro Sebastiano
OLEANA, Miguel N. - Esso Dining Hall; A son, Reynolds Amable
CHIN A LOI, Rudolph A. - Accounting; A son, Raimundo Eusebio

December 17
PETERSON, William T. - Acid & Edel.; A daughter, Shirley Karen
STAMPER, Cletano M. - Metal Trades; A son, Frankie Teledoro
BARROW, Hedwigis G. - Accounting; A son, Leslie Conrad
KELLY, Maro - Mech. Yard; A daughter, Begga Theressa
STAHLFELD, Donald L. - TSD Eng.; A daughter, Karen Lee

December 18
KOCK, Bernardo - C&LE; A daughter, Mayra Graciela
KOCK Jose E. - LOF; A daughter, Sharne Marie
WERLEMAN, Jacinto - C&LE; A daughter, Nilda Mariana
TROMP, Juan - Mech. Pipe; A daughter

December 19
FOY, Tomas'to E. - Medical; A son, Tommy Errol

December 20
ALMARY, Humberto - Utilities; A son, Mirto Emeliano

December 21
FINGAL, Elias - Ind. Rel.; A son, Robert Anthony

December 22
CROES, Juan - Mech. Pipe; A daughter, Margarita
MARTIS, Jeronimo E. - Mech. Pipe; A son, Edgar Eric

December 23
PIETERSZ, Oscar A. - Mech. Machinist; A son

December 25
MARTINEZ, Angel - Mech. Yard; A son, Jesus Natividad

December 26
FINGAL, Mario M. - TSD Lab.; A son, Robert Stevano Marino
KOCK, Alberto - Mech. Pipe; A daughter, Estella Violanda



FRIENDS AND associates of Johan Geerman, Mechanical-Pipe, gathered at the Dining Hall recently to honor his Jan. 1 retirement. Left to right are J. M. Geerman, Mr. Geerman, H. E. Culver, V. C. Figaroa, A. Geerman, R. E. Bowen, and B. J. Bruever.

AMIGO Y companjeronan di Johan Geerman, Mechanical-Pipe, a reuni na Dining Hall recientemente pa honra su retiro Jan. 1. Di robey pa drechi ta J. M. Geerman, Sr. Geerman, H. E. Culver, V. C. Figaroa, A. Geerman, R. E. Bowen, y B. J. Bruever.

Dos Empleados de Gobierno Ta Tuma Curso na Lago

Pa mehora e inspeccion di trabao na Aruba, un programa di entrenamiento den seguridad ta worde ofreci actualmente door di Lago na dos empleadonan di gobierno.

Tumando e programa di diez-dos siman ta A. P. Van Vuurden y M. Vingal, tur dos anterior empleadonan di Lago, kende lo birá inspectores cualificá despues di completacion di e curso extensivo. E ora nan lo worde encargá cu trabao importante di prevencion di desgracia y promocion di seguridad y control ariba observacion di Resolucionnan di Seguridad I y II pa Antillas Holandes.

Responsable pa nan entrenamiento na Lago ta Safety Division di Industrial Relations Department. Expresando su gratitud na Lago cu a ofrece gobierno e programa extensivo di entrenamiento aki, Drs. M. G. Boekhoudt, hefe interino di oficina di Asuntonan Social & Economico a bisa cu Lago su experiencia den terreno di metodonan seguro di traha y su sobresaliente recordnan di seguridad estableci over di anjanan lo asegura e entrenadonan di un instruccion mas cu adecuado.

En cuanto cu e resolucioannan di seguridad di gobierno ta acentua trahamento cu seguridad den planta, taller, y otro lugarnan, y tambe seguridad den construccion, trabao di mantenimiento y demolicion, Drs. Boekhoudt ta di opinion cu ta sumamente importante pa e entrenadonan recibi instruccion cu lo encapacita nan pa usa e sabernan di seguridad aki den un isla rapidamente Aruba cu ta modernizando su industria. Proteccion di publico ta e obheto final di un tal programa di inspeccion di seguridad y prevencion di desgracia.

Sr. Van Vuurden y Sr. Fingal lo studia varios asuntonan di seguridad durante e programa di tres luna na Lago. E acento la to ariba tur terreno di prevencion di desgracia, higiene industrial, tenemento di record, prevencion di candela e modonnan di combati candela, promocion di seguridad.

Two Former Lago Men Get Jersey Marketing Posts

Two former Lago employees were promoted recently in the Marketing Coordination Department of Standard Oil Company (N.J.).

Named head of Marketing Development's Fuel Oil Section was James Harkins, once chemical engineer in TSD-Process. Joining Marketing Coordination as an area contact in the Latin American area is G. W. Potts, former Lago marketing assistant.

Mr. Harkins started his career with Jersey Standard in August, 1947 as a junior engineer in Lago's TSD-Laboratories. He transferred from TSD-Process to Creole's Export Sales Department as a technical assistant and subsequently became head of that affiliate's Supply and Transportation Section. After a period of training in Caracas he was named assistant acting manager of the Export Sales Department on rotational assignment in 1956. He became head of the Sales Development Section in New York that same year and, in 1958, he became assistant manager of Export Sales.

Mr. Potts was first employed by Jersey Standard Oct. 11, 1940 as a tradesman third class in Lago's Mechanical-Instrument. For a brief period in 1947 he was a safety inspector and in September of that year he was named a marketing assistant. He left Lago in August, 1949 to become division manager of Esso SO (Central America) SA's Honduras Division and in 1950 he was named division manager of their Guatemala Division. The following year he was named northern division manager (Guatemala/Honduras/Salvador) and in 1953 he became assistant to the western region manager.

Mr. Potts was appointed marketing manager of the Cuba Division in 1954 and later became the assistant to the division manager.

In 1956, Mr. Potts was named assistant division manager and then division manager (Cuba).

ridad door di uso di ayudadon visual, entrenamiento di seguridad, analise di seguridad na trabao y e desaroyo y observamento di reglanan di seguridad.

Personal di Safety Division lo entrena e empleadonan di gobierno tocante e principionan di actonnan inseguro y tocante proteccion di mashien y otro equiponan. Nan lo sinja e importancia di proteccion di vista y medidanan di control y correctivo cu mester worde tumá ora vapornan danjoso ta plama. Durante e curso bishitanan lo worde hací na tur plantan di refinaria pa duna e hombernan entrenamiento practico na trabao den inspeccion di seguridad.

Un importante resolucioannan di gobierno ta trata cu seguridad den construccion, manencion y demolicion. Charla y demonstracionnan tocante aparatonan di hiza, di carga bapor y conveyors lo worde duna como parti di e programa cu bishitanan na riggers shop y lugarnan di traha di mason craft. Practicamente henter un dia lo worde pasá den trahamento y manencion di stelsch. E hombernan lo haya instruccion di seguridad tocante peligrosan di coriente, seguridad di trafico y investigacion di desgracia y nan lo worde duna charla tocante entrenamiento pa promer auxilio.

E programa ta requeri dos dia di entrenamiento tur siman na Lago. E dianan aki ta Diamars y Diahuebes durante e diez-dos simannan.

E resolucioannan di seguridad pa e isla, cual e dos hombernan aki lo ekecuta, tambe ta acentua promocion di limpieza den lugarnan di traha, prevencion di malezanan contagioso y ocupacional, control di awa di bebe, presencia di facilidatnan limpi di sodega, iluminacion adecuado pa lugar di trabao, temperaturnan soportable den lugarnan di traha, instalacionnan electrico seguro y control skerpi ariba stelsch y tambe supervision di aparatonan di hiza carga.

Sr. Ghiglione

(Continúa di pagina 6)

trein el a viaja pa Nairobi, capital di Kenya, y un campo prisionero unda el a keda te na 1946 tempo cu el a haya su libertad.

Liber na fin di guerra, Signor Ghiglione a bolbe pa e clima calor di Italia y Loano. Aki el a sodega recorbrando forza perdi durante anjanan di guerra como prisionero. Ariba 8 di Maart 1948 el a borda e promer di un serie di tanqueronan Esso cu a hibe'le na comando di Esso Aruba, esun mas grandi di e flota di Esso.

LOSER IN a half-hour underwater battle off the water plant recently was this monstrous sting ray. Obviously, W. T. Pandt, operator at No. 11 and 12 Aviation Still and Pitch Stills, was the victor. The six-foot giant weighed about 150 pounds. It had a "wing-spread" of four feet and a murderous barb on its tail. Mr. Pandt has been spearfishing for over six years.

E PERDEDOR den un bataya submarino di mei ora dilanti e planta di awa recientemente tabata e monstruoso manta aki. Ta visto cu W. T. Pandt, operador na No. 11 y 12 Aviation Still y Pitch Stills, tabata e ganador. E gigante di seis pia tabata pisa mas di menos 150 liber.



J. Quandt Named Foreman in Dry Storage Jan. 1

Effective the first of this year, Jacinto I. Quandt was promoted to dry storage foreman of General Services-Commissary from head dry storage clerk.

Mr. Quandt's Lago service dates back to Oct. 15, 1935 when he joined the company as a laborer second class in General Services-Commissary where he has remained during his entire twenty-four years of service. He advanced to laborer A in 1936 and was made an apprentice sales clerk D the following year. Promotions that followed were apprentice clerk C, sales clerk, office clerk and head delivery clerk. He became head stock clerk in 1942 and junior clerk I the following year. His promotion to head dry storage clerk came in October, 1955.



J. I. Quandt

Journalism Prof To Lead Effective Writing Seminar

In response to many requests to the Seminar Committee for a seminar leading to more effective writing, P. H. Wagner of the Ohio State School of Journalism will present such a course from March 7 to March 31. Mr. Wagner's seminar on "Effective Writing" will place emphasis on the writing of clear, forceful prose so it best conveys facts and opinions to the particular audience. Mr. Wagner will emphasize elements and stages of effective writing of memoranda, reports and correspondence including the important phase of readability.

The two groups enrolled in the seminar will meet either Monday and Wednesday evenings from 7:30 to 9:30 or Tuesday and Thursday evenings at the same time. Enrollment information will be made available after Feb. 1.

Mr. Wagner has had much experience in conducting effective writing workshops. He recently received an invitation from Stanford University to become one of that institution's visiting lecturers at a later time this year.

Schedule of Paydays

Semi-Monthly	
Jan. 16-31	Monday, Feb. 8
Monthly	
Jan. 1-31	Tuesday, Feb. 9

Engineers' Club Seminar To Be Operations Planning

Lago employees interested in knowing more about the over-all worldwide oil picture as well as getting first-hand information on the present and future outlook at Lago can get the entire picture by signing up for the Engineer's Club Seminar — 1960. The seven-week-long program starts Feb. 15. Each of the seven sessions on seven different refinery topics will be held successive Monday evenings in the Administration Building Conference Room from 7:30 to 9 p.m. Cost of the seminar, titled "Operations Planning," is just Fls. 5 which will be refunded if all sessions are attended. The seminar is open to everyone. All interested are urged to enroll.

Esso Aruba

(Continúa di pagina 5)

u ocean durante un prueba di velocidad, maske cu normalmente e lo cruza na 16 milla. Den su tankinan tabatin 120,000 barril di awa como ballast cual a haci masha poco pa reduci velocidad di e tanquero grandi. E tripulacion tabata tene su mes ocupá explorando e bapor nobo, cual a worde lanzá na awa na Augustus di anja pasá. Moraal tabata halto y lamar tabata bon. Cada homber na bordo por a reposa den soledad di su propio cabina aire-condicioná. E balkinan scondi tras di panel di madera fini, mueblenan di ultimo estilo y hasta banjonan privá ta forma parti di e cuartonan luhoso aki.

De vez en cuando e captan, Comandante G. Ghiglione, un homber cu tin mas di 34 anja di experiencia na lamar, ta aparece ariba brug. Door di su zapatonan el ta sinti e pulsamento ritmico y constante di e turbinanan. E bapor tabata completamente bao su responsabilidad.

Durante e viaje di diez-tres dia e ingenieronan, check na pruebannan di velocidad, tabata e turbinanan y ciento y un otro cos cu lo necesita atencion durante e promer viaje di Esso Aruba.

Dia 12 di Januari e bapor a haya Aruba na vista. E bapor a worde encontrá door di e remolcadornan di Lago cu a spuit awa for di nan cayonnan di paga candela. Cu ayudo di e remolcadornan, Esso Aruba a mara na No. 2 finger pier (zuid) mientras oficialnan di Lago tabata warda ariba e pier pa saluda e oficialnan y e tripulacion. Tan pronto cu e bapor tabata mará na e pier, trahadornan di haaf y tripulantenan di Esso Aruba a cuminsa conecta linja y habri valve asina cu e bapor por a descarga ballast y tuma mas cu 290,000 barril di combustible pa worde entregá na New York. E bapor a cuminsa carga pa 8:25 e anochi ey na razon di 8500 barril pa ora pa cada un di e cuatro pompanan di e bapor. E trabao a worde completá den un poco mas cu ocho ora.

Un Comida Special

Pa honra e promer bishita di Esso Aruba, un comida special a worde tení na Dining Hall pa oficialnan di e bapor, funcionarionan di gobierno y e consul di Panama. Como huespednan a actua directornan di Lago y representantenan di Marine Department. Durante curso di e comida, Gezagebber F. J. C. Beaulon a conta tocante su mes breve carera na lamar tempo el tabata mucha, y na nomber di pueblo el a duna e bapor y su tripulacion un cordial bonbini na Aruba.

Un cuadro cu un tipico ensena Arubano ariba pintá door di John Pandellis a worde presentá na Comandante Ghiglione door di Gerente General W. A. Murray. Sr. Murray tambe a duna bonbini na e bapor den e awanan aki y specialmente na Lago. E cuadro a worde colgá den sala di e bapor.

Mas laat e participantenan den e comida a bishita Esso Aruba hunto cu prensa di Aruba. Su siguiente mainta e bapor tabata abao den haaf, su tankinan casi yen di azeta. Su complemento a subi te cincuenta y un ora J. Andreae, vice presidente y director di Esso Tankers y anteriormente marine manager na Lago, a decidí pa viaje cu e bapor pa New York. El a bini Aruba for di New York cu aeroplano specialmente pa e celebracion.

Tabata net seis anja cu un bapor cu yama Esso Aruba tabata nebea den e awanan aki. E Esso Aruba bieuw, awan SS Captain John, a sirbi Lago bon durante mas cu bintidos anja.

There'll be no homework or cramming for tests since by the very nature of a seminar students absorb information to the limit of their interests or abilities. Sessions will touch on such topics as how Lago determines future needs and how studies are made on which to base decisions for changes in the future. For example, how does Lago determine products it should manufacture five years from now? Will present equipment do the job? What products are needed today, tomorrow?

Marine operations will be explained as will mechanical planning which will touch on determining manpower needs, present and future, and tools needed today and in the future.

M. E. Fisk will lead the first session, "The Oil Industry and Lago," Feb. 15. In successive weeks, J. Watkins will discuss, "Economics and Planning — Long Range;" J. Vernon will present two sessions on "Operations Coordination — Short Range Planning;" J. H. Brown III will lead the session on "Marine Operations;" W. F. Hughes will present "Mechanical Planning — Long Range," and W. A. Murray will close the seminar with his summary session followed by presentation of diplomas.

Employees interested in the seminar should contact any one of the following members of the Seminar Committee: Chairman J. E. Kirwin, J. B. Opdyke, F. C. Eaton or R. C. Bergfield.

Seminar di Engineers Club ta Cuminza Feb. 15

Empleadonan di Lago cu ta interesá pa sabi mas tocante e situacion general mundial di petroleo y cu tambe ta desea di haya informacion di primera mano tocante e presente y futuro prospectonnan di Lago por haya henter e storionan tumando parti den Engineers' Club Seminar — 1960.

E programa di siete siman largo ta cuminza Feb. 15. Cada un di e siete sesionnan ariba worde deni un topico di refinaria lo worde teni ariba sucesivo Dialuna anochi den Conference Room di Administration Building for di 7:30 pa 9 p.m. Costo di e seminar, titulá "Planeamento pa Operaciones," ta solamente Fls. 5 cual ta worde reembolsá si tur e sesionnan worde atendi. E seminar ta accesible pa un y tur. Tur esnan cu ta interesá ta worde suplicá pa tuma parti aden.

Lo no tin trabao pa haci na cas ni studiamente pa test final como door di e naturaleza mes di un seminar, studiantenan ta absorba informacion segun limite di nan interes di abilidad. E topiconan lo ta tocante asuntonan manera con Lago ta determina su futuro necesidatnan y comestudionan ta worde haci ariba cual decisionnan pa cambio den futuro ta worde basá. Por ehemplo, con Lago ta determina productonnan cu e mester traha cinco anja for di awor? E aparatonan actual lo por haci e trabao? Ki productonnan tin mester awe? Manjan? Operacionnan marina lo worde splicá y tambe mechanical planning cual lo inclui determinacion di necesidatnan di forza di trabao, presente y futuro, y aparatonan y equiponan requeri awe y den futuro.

M. E. Fisk lo habri e promer sesion, "Industria Petrolero y Lago," Feb. 15. Den simannan cu ta sigui, J. Watkins lo discuti "Economics and Planning — Termina Largo."